THE MARINE RECORD.

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AROUND THE LAKES.

CLEVELAND.

Cleveland harbor is represented in the appropriation bill by $100,000.

The Helena was towed to the Globe dry dock yesterday, where she will get new decks, new fore castle deck, and monkey rail and cap forward any other repairs found necessary as the work progresses.

The repairs on Ishpeming will include a new bowsprit, new mizzen mast, new night heads, windlass, sole piece forward and aft of pall post, deck under windlass, five timber heads, twelve stanchions on the port side and sixteen on the starboard side, eight feet apron inside of stem, two hawser pipe chocks, 110 feet of rail on starboard side, 78 feet of rail on the port side, monkey rail and cap forward top gallant forecastle, 250 feet of new planking forward, calking three seams all around, putting in part of taffrail and some new plank on the stem two pin rails for the foremast, one for the mainmast, 110 feet of bulwark on each side. All of this work is new; also 140 feet outside stringers, 65 feet inside stringers and three fenders over the chain plates.

Captain C. E. Benham started last evening for Marquette in the interest of the insurance company to look over the wreck of the Harvy Bissel, which went ashore near Carp river, November 17.

The annual meeting of the Dry Dock Association was held at the Weddell house yesterday, George Presley presiding. All the drydocks were represented, either in person or by proxy, those present including Messrs. T. E. Miller, and James Mowatt of Chicago, M. M. Drake and T. E. Mills of Buffalo and George Presley and H. D. Coffinberry of Cleveland. A resolution was adopted that the association take active steps to urge upon Congress the advisability of the early passage of the Reagan bill relative to freight discrimination, and a committee appointed to forward the measure. A communication was read advocating an advance in the rate of docking small barges from 20 to 30 cents per ton, which however, did not prevail. A reduction in the price of dockage of 10 per cent on vessels and 2½ per cent on tugs was made. With these two exceptions the card rate of 1884 is still in force. Mr. George Presley was re-elected president and Hamilton J. Mills of Buffalo secretary. The meeting adjournrd to meet at the Tift house, Buffalo, the second Wednesday in January 1886.

CHICAGO.

Special to the Marine Record.

The steam canal boat San Pedro is in the Chicago Drydock Company's west side dock getting some general repairs.

Mr. James Mowatt, superintendent of the Chicago Drydock Company, left this city Wednesday to represent the above company, and Wolf & Davidson, of Milwaukee, at the meeting of the Dock Association at Cleveland on the 14th inst.

The tug Gardner is in Miller Brothers' drydock to get a thorough rebuild, and the the schooner A. Mosher to get her new frames fastened and a thorough overhaul.

The steambarge A. R. Colborne went out of one of Miller Brothers' drydocks last Saturday, and left this port for Saugatuck, to lay up, and arrived at the latter port on Sunday.

Mr. Thomas Miller, of the firm of Miller Brothers', left this city Tuesday evening to attend the meeting of the drydock association to be held at Cleveland on the 14th instant.

Miller Brothers' drydock pumping house was discovered on fire by the watchman at the Chicago avenue fire department station, Saturday night at 10 o'clock. An engine was at once despatched to their ship yard and the fire was got under. The machinery was slightly damaged and the sides and roof were damaged to the extent of about $300.

J. S. Dunham returned to this city Tuesday. He has been visiting Buffalo and Detroit on business connected with wrecking, towing and other marine interests.

Captain J. Hogan, of the steambarge Albert Soper, has returned from Buffalo, where he went to visit his brother, who has been sick.

The fourteenth annual meeting of the stock holders of the Vessel Owners' Tug Company was held at the office of the tug company, 240 South Water street, at 10 a. m. on the morning of the 13th instant. The report of the last meeting was read by the secretary, G. D. Kirkham, also a statement of the business last season. A dividend of ten per cent was declared, payable on or after the 15th inst. The following board of directors was elected for the ensuing year: J. L. Higgie, A. G. Van Schaick, A. A. Carpenter, J. H. Witbeck, Thomas Hood, G. D Kirkham and William Johnson. At a meeting of the directors held at 3 p. m., on the same day, J. L. Higgie was appointed president, G. D. Kirkham secretary, and A. G. Van Schaick treasurer of the company for the ensuing year.

The annual meeting of the Chicago Drydock Company was held on the 8th of January. W. H. Wolf was elected president, James Mowatt superintendent, and Thomas Davidson secretary. A dividend of 10 per cent was declared. A large amount of work was done during 1884.

Captain Mike Danahy, of Buffalo, commander of the propeller R. A. Packer, was in this city last Saturday and left for Duluth.

Captain D. Galligan, formerly of the propeller Leland and the schooner David Martin, is here from Buffalo, visiting his friends.

Captain John Isbister has purchased Captain Comerford's interest in the schooner F. L. Danforth, and will take the command of her next season.

The only arrivals at this port since our last issue are the Goodrich Line steamboats City of Ludington and Depere. .

During the two weeks of mild weather we have had here Captain Travis has hurried on the rebuild of his steambarge New York, now in one of the Chicago Drydock Company's drydocks, new frames, stanchions and deck beams having been put in her. She has been widened out considerably, giving her more carrying capacity.

The schooner R. B. Hayes, Captain Morris, went out of Miller Brothers' drydock Saturday, and on Tuesday she was towed by the tug T. T. Morford, of the Dunham Line, to Milwaukee, where she will take on a cargo of wheat.

Captain George Olson, of Sheboygan, was in the city on Saturday. He has sold out his vessel-supply store, which he has been running at Sheboygan for the past four years, to William Gehr, his clerk, who will be glad to receive the patronage of the Captain's friends. Captain Olson intends to purchase a vessel and sail again.

The schooner S. H. Foster was chartered last week for corn to Buffalo at 4 cents. The tugs A. A. Carpenter and Tom Brown towed her to Armor & Dole's elevator on Thursday to load.

What little remains of the tug Admiral is now in one of Miller Brothers' drydocks where hundreds of tug and vessel men have been inspecting and looking at all that is left of this once very fine tug. Rosel Downer, the sub-marine diver, last Friday went down and dug under her stern bearing and placed a chain between the wheel and stern post. The water was so very dark and the tug so badly damaged that he found it very dangerous to get around her to do his work. The stern of the tug was fastened to a dredge by the chain, and the dredge taken in tow by the tug Tom Brown, down the river to the drydock. The only portions of the tug remaining intact are the rudder, wheel and shaft. Not a vestige of her boiler remains in her and her machinery is entirely smashed up and rendered useless. As to the hull, the keel is gone, also her deck and tow posts, and her frames and planking are so badly broken up that it is of no use to attempt to rebuild her. All who have seen her say that it is the worst smash up they have ever beheld. T. W.

DETROIT.

Special to the Marine Record.

Jan. 15.—"Did you ever see such a winter?" is the frequent inquiry made by many you chance to meet. Well, yes, methinks there have been instances of a like character in the past, yet it may be confessed they have been rare, and at this juncture there appears to be something in the near future which bodes no good to our lake interests. Yet, for all this, it is probably nothing more than guess work, and matters may brighten up again and a good time coming. At this time there is not a particle of ice to be seen in the Detroit river, notwithstanding the cold snaps which occasionally veer to an open spell. It is fine weather for ship carpenters, but there is comparatively nothing to do, yet it is presaged that a start will soon be made. The shipyard at Gibraltar, on the Detroit river, which for sometime past has been in a dormant state, is about to revive business. It is one of the best points in this region for shipbuilding, being surrounded with the best quality of ship timber. Here for several years work was carried on under the firm of Linn & Craig, who, during the existence of the firm, constructed numerous fine steamers and vessels, many of them yet afloat. After a time the firm dissolved, Mr. Craig removing to Trenton, some three miles distant, where he again re-established the business on his own hook. Mr. R. W. Linn, meanwhile, remained at the old quarters in *statu quo*, with a view of retiring from the business altogether and selling out. Not being able to effect such an arrangement, he has now determined to renew the business, and has on hand the contract, and the keel laid, for a lumber barge to carry about 650,000 feet of lumber, and have her ready for sea about the first of May. As soon as this vessel is off his hands he will enter into the construction of another craft of similar dimensions, to be ready for the fall trade.

The Marine Journal, from some cause or other, came to my address a few days since, and, strange as it may appear, is the first which has ever reached me. Now there would be no necessity for making mention of this fact, only to state that from some cause or other it has been led into an error which, in times past, has traveled the rounds of the press. It notices the sale, at Chicago, of the schooner Harriet Ross, and that originally she was built in 1810 for the United States government, to serve as a cutter, and named the Cambria. I have time and again brought this error to the notice of the press, yet, all the same, it continues as gullible as ever. If this paragraph should come under the notice of the Journal we can assure that paper that the Harriet Ross was built at Buffalo, in 1853, from the bottom of the schooner Cambridge, which latter vessel was built on Lake Ontario in 1843, which fact any one can paste in his hat for future reference.

The same paper, which in its prospectus, assumes to care for and foster the lake marine interests, from its new quarters in New York City, also says that the tug Admiral exploded at Chicago and killed one man, and that the rest of the crew escaped, but that the explosion broke windows in buildings along the dock.

W. O. Ashley, of the firm of Ashley & Mitchell, and managers of the Detroit and Sandusky line of steamers, has gone on a trip to New Orleans, to visit the exposition and for recreation.

Captain Alexander Sinclair was a visitor from Port Huron to this city on Saturday.

The marine engineers of this city have arranged for a ball, to take place on the 21st instant, which, it is thought, will be liberally patronized.

Within the past few days the joint sale has been effected of the steambarge Mackinaw and towbarge Genesee Chief by the owner, Geo. L. Colwell. The price for the two is stated as $13,000. The Chief has quite a history which is worthy to be written up. She has now been afloat thirty-nine years, or thereabout, having been built in 1846 by the once celebrated George Steers, at Carthage, Lake Ontario, and served many years as a first class propeller, voyaging from the lower to the upper lakes. She has passed through several narrow escapes from explosion and fire. Not only the builder, who in his time acquired much fame in New York City, has long since passed to his rest, but there are but few of the many who have commanded her on this side of the dark gulf. The Mackinaw was built in Detroit by John Stupinski, in 1866, is 203 tons burden, and until quite recently was valued at $10,000, so that whoever the purchaser may be the figures above given may be considered quite reasonable.

A sailor made complaint the other day that a shipmate had ruined his character, and was informed: "So much the better, for it was a d——d bad one, and the sooner it was destroyed the more it was to his advantage. J. W. H.

KINGSTON.

The schooner White Oak was the last vessel to strip this season.

Mr. Howard Nicholson, will take command of the Hero next spring. Mr. Bloomfield, the present mate, will be sailing master, Mr. R. V. Hooper purser, Mr. S. Cox, steward and Mr. McCaul engineer.

The tug Active has been hauled out at Portsmouth.

Captain Smith, who for the past five years sailed the Prince Arthur, died at Montreal last Wednesday of congestion of the lungs. He was buried at Kingston, Friday.

MARITIME LAW.

WEST ADAMS STREET VIADUCT COLLISION—CITY OF CHICAGO VS. THE TUG THOMAS HOOD.

District Court N. D. Mich.

Blodgett Judge. On petition of the Vessel Owners' Towing company for limitation of liability for the collision with the west abutment of the Adams street bridge on September 28, 1883, by their tug Thomas Hood, having in tow the schooner David Vance. The result of the collision was the fall of a section of the Adams street viaduct resting on the abutment, and loss of life and injuries were sustained by persons then being on and under the viaduct. To save themselves from liability for damages beyond the value of the tug and tow this petition is filed under the act of Congress passed March 3, 1851, to limit the liability of ship owners, etc.

The defense was that the tug was not engaged in inter-state or foreign commerce and was not entitled to the benefit of the act.

The court said that from the evidence presented two questions arose: 1. Is the Hood such a vessel as entitles her owner to the benefit of the act of Congress which limits the liability of the owner to the value of the vessel and her freight then pending? 2. Is the liability of petitioner for the damages caused to persons and property by the collision of the Vance while in tow of this tug with this bridge abutment, the abutment itself not being in the navigable waters of the Chicago river, but upon the bank of the river directly adjoining the water, such a liability as comes within the provisions of the law invoked?

As to the first question, the act of March 3, 1851, provides that the owner of a vessel shall not be liable for any loss, damage, or injury by collision, or for any act, matter, or thing, loss, damage, or forfeiture done, occasioned, or incurred, without the privity or the knowledge of such owner, beyond the value of his interest in such vessel and her freight, then pending; and while the act does not by its terms limit its operation to vessels engaged in inter-state or foreign commerce, undoubtedly the power of Congress to legislate on the subject is to be found only in the provisions of section 8, article 1 of the Constitution, which authorizes it to regulate the commerce with foreign states and among the several states, and, if the tug in question is not a vessel employed in the business, of inter-state or foreign commerce, then she is not within the terms of the act of Congress, and her owners can not claim the benefit of its provision. While this tug does not herself carry freight or passengers, the subject of inter-state and foreign commerce, the facts as found by the commissioner show that her employment consists almost wholly in taking into and out of the Chicago harbor, and upon the waters of Lake Michigan, vessels that are engaged in such commerce, and that her voyages in such employment often take her from Chicago, her home port, into the waters and ports of other states, and it seems very clear that as an indispensible aid and adjunct to such vessels, she may be said to be employed in such commerce, and while towing the grain, lumber, and coal-laden vessels which ply between the port of Chicago and the other ports upon the great lakes, this tug is as much engaged in commerce as the vessels themselves, and in the present mode of doing business, especially through the agency of sail vessels employed upon these lakes, the tug boat is as much a part of the commercial marine as the vessels in whose hulls the cargoes are actually carried. From the nature of her employment, this tug seems to come within the principle of the law invoked. She in the pursuit of her business is subject to all the risks and perils of the sea incident to a commercial vessel, especially to risks of collision, having to be out on the open lake in the night-time, in foggy and tempestuous weather. Her owner takes the same risk that she may by colliding with another vessel, through the neglect or want of skill of the pilot or other employes incur a heavy liability for damages that is taken by the owners of vessels that ply from port to port upon the errands of inter-state or foreign commerce. So it seems she is clearly within the spirit and scope of the act of Congress. The Supreme court had said that "the object of this act was to encourage the building of ships by saying, in effect, that his only risk should be his investment in the ship," and why ought not this rule to extend to a man who builds a tug boat used in commerce, as well as to the ship that carries the commodity in her hold?

As to the second question, the court said that it was conceded that if a towing tug like the Hood is a vessel within the scope of the law, and she had done damage while upon the waters of the Chicago river to any other thing floating upon the river, the owner would not be liable beyond her value, but it was contended that as the thing damaged was not upon the river, and did not pertain to commerce, such damage did not fall within the intent of the law. The terms of the act, however, are very broad: "For any loss, damage, or injury by collision, or for any act, matter, or thing lost, damaged, or forfeiture done, occasioned, or incurred without the privity or knowledge of the owner," he owner shall only be liable to the extent of the value of his interest in the vessel and freight pending. But the situations of the dock, walls or warehouses, etc., rising up from the water render collisions with them not only possible but probable, and constitute one of the perils of navigation. So a steamer of navigation. A steamer for instance, was liable to explode at a dock in a harbor and injure persons and property on the land to a far greater amount than her value.

"It seems to me the purpose of the act was to limit the liability of the owner as to any damage his vessel should do without his privity or knowledge whether the person or thing damaged was upon the water or the land, as the risk of damaging things upon the land, especially with a steam vessel, is as great as that of damaging things upon the water. The petitioner is therefore entitled to the decree prayed for."

THE PHŒNIX INSURANCE COMPANY VS. THE PROPELLER AVON.

Blodgett, Judge.

In this case the Phœnix Insurance Company were the underwriters on the hull of the barge Thomas A. Scott as insurers and reinsurers in the sum of $4,000.

On the 29th of October, 1880, the barge Scott, with a cargo of 44,000 bushels of corn, in tow of the propeller Connemaugh, while on a voyage from Chicago to Erie, anchored a half mile off the port of Milwaukee, east from the piers of the harbor. The propeller left the barge and proceeded alone into the harbor. Upon coming to anchor the barge immediately hoisted her anchor light in the fore rigging and an anchor watch was duly set. This was about 6 o'clock in the afternoon. About two hours afterward the propeller Avon, who had been unloading her cargo at Milwaukee, left the harbor for the port of Chicago and ran down the barge, sinking her. The claimants for the Avon set up the following defense:

1. That the barge lay at an improper place, being right athwart the course of vessels coming in and going out of the harbor of Milwaukee.

2. That she improperly displayed two anchor lights, and thirdly and last, that her officers or crew did not when they saw the Avon approaching her, display a torch light.

The court found, that the course for vessels bound from Milwaukee to Chicago, or from Milwaukee to the lower lakes, was southward in one case and northward in the other case of the point where the barge lay anchored, and there was ample sea-room on either side of the barge to have safely laid their course. That for vessels so bound, there was no danger to them by reason of the place where the barge lay anchored if provided with a proper lookout vigilantly attending to his duty.

The court further found, that the lookout on the Avon, was negligent and incompetent, and that a lookout ought to be one that could timely discern vessels lying in the path of the propeller, at a sufficient distance to have notified the master, so that he safely could keep clear of it with the use of his eyes, without the aid of an opera or field glass. Both the master and the lookout on the Avon were in fault for their tardy movements in ascertaining the position of the barge, and that much valuable time was lost in procuring and adjusting the opera glass and in handing it backward and forward from one to the other. That while there was smoke in the harbor, caused by the rolling mills a mile and a half south of the harbor the wind being from the southward, the condition of atmosphere was such that it did not obscure lights in the harbor in such a manner they could not be seen at safe distance and in time to avoid a collision; and as the lights of the Avon were plainly discernable to those on the barge at more than a half a mile distant, there was no reason why those on the Avon could not see the light on the barge, and, therefore, the barge could not be said to be anchored in an improper place.

As to the second point that the barge improperly displayed two anchor lights when the statutes of the United States allow no more than one, the court found that there was nothing in the statute to make it improper for a vessel to display two anchor lights under circumstances where the officer of the deck in his judgment was of an opinion that it was necessary to do so. That cases could be easily imagined when the officer of the anchor watch ought so to do, it is found, however, as a question of fact, the barge displayed but one anchor light.

As to the last point—that the torchlight should have been exhibited—the court found that a vessel at anchor with her proper signal light displayed had a right to rely on vessels navigating near her that they would, with a proper lookout, give her a wide berth, and not approach her so near as to involve risk of collision.

The court found as a matter or fact that the barge displayed a globe lamp to the Avon, and had the Avon been properly managed she would have avoided the barge; but in any event, the display of a globe lamp instead of a torchlight did not in any way contribute to the collision. The Avon was compelled to pay about $5,500 damages and the cost of the suit. An appeal was prayed for by the Avon and allowed upon giving a bond for $10,000. Robert Rae for the insurance company and C. C. Clark and Williams & Potter for the propeller Avon.

GENERAL NEWS.

Messrs. Wolff & Harland launched at Belfast, Ireland, on January 3d the new steamer Belgic for the White Star line.

The American Electric Light and Illuminating Company, the Brush Electric Lighting Company, and the New England Western Electric Lighting Company, are considering the advisability of consolidating.

The superiority of American dredging machines, which has been shown in the work on the Panama canal, has led to orders for them by foreign governments. The last of these are from Spain. A drag-boat, with a screw propeller of 100-horse power, five iron barges, and two tow-boats have been called for to be used at the port of San Juan, Porto Rico. Three months are allowed for sending in proposals, and eight months thereafter for building the apparatus.

The House committee on rivers and harbors will complete their bill this week and report as soon thereafter as possible. Northwestern appropriations remain unchanged from the figures reported two weeks ago. Under the rules the river and harbor committee will retain control of the bill, and the committee on appropriations will have no supervision. The committee will try to pass the bill under the rules, and so cut off debate. Under no possible plea will the committee consent to an increase of the items of appropriations fixed in the bill. The aggregate asked is comparatively small this year. There isn't a single creek improvement allowed.

Messrs. Ogleby, the millionaire Canadian miller of Montreal, representing a syndicate with capital of $4,000,000; Kerr, general traffic manager of the Canadian Pacific, and Barlow Cumberland, general manager of the Lake Superior steamboat company, passed through St. Paul last Thursday en route to Winnipeg to arrange for the transportation of 2,000,000 bushels of wheat from Manitoba to Montreal, and place agents throughout Manitoba and Dakota to purchase wheat for Canadian mills, shipments to be made via Port Arthur and the lakes as soon as navigation opens. The gentleman above named deny emphatically the recent rumor that the Canadian Pacific will ask thirty millions of money at the next session of Parliament.

Ashland will be left out of the river and harbor bill now being prepared. Congressman Stephenson had expected to have a survey made in person to secure a small appropriation, perhaps as much as $25,000, but Colonel Barlow, who was ordered to survey Ashland harbor and report an estimate for the necessary improvements, replied to General Parke, Assistant Chief of Engineers, that ice now prevents a survey being completed, and he does not think it advisable to attempt to do so in the expectation of getting an estimate before Congress this session. General Parke says he will not order Colonel Barlow to go on with the survey, as he has already ordered him to make it, and that is as far as he desired to act in the matter. This consequently will be that Ashland harbor will be left out in the cold.

Judge Gardner is hearing the case of the Calumet and Chicago Canal and Dock Company against Jacob Bremer, which involves the title to the Ironworkers' Addition to South Chicago, and this bill is filed to quiet the title. In March, 1874, the Canal and Dock Co. deeded the west ½ of the new ¼ of section 17, 37, 15, Hyde Park, to Charles G. Harris for $40,000, $10,000 being paid down and three notes for $10,000 each being given for the balance, secured by a trust deed on the land, given to General George W. Smith as trustee. Harris in November, 1875, subdivided the eighty-acre tract into the Ironworkers' Addition to South Chicago, and November 6, 1875, conveyed the whole to William H. Colebour. On default being made Smith on April 25, 1876, as trustee sold the eighty-acre subdivision to the Canal and Dock Company, who bought it in and took a deed. Jacob Bremer had bought two lots in the subdivison. The land was vacant and the company had paid taxes on those lots. To this bill Colehour filed a cross bill, setting up that Smith's foreclosure was void because in 1874, after the trust deed to him and before the sale, a new arrangement had been made, new notes given, and a new trust deed executed to the Canal and Dock Company which had never been recorded owing to their neglect.

A REVIEW OF 1884.

Special Correspondence Marine Record.

DETROIT, January 12.

There are many facts of an incidental character which transpire during each season of navigation that are well worthy of repetition. Take for example the losses and damages of grain cargoes, to say nothing of other commodities, is beyond comprehension, unless facts and figures are placed before the public, and then, and not until then, is realized the value of property thus lost. It is beyond the precincts of a reporter to ever ascertain, even by the most minute inquiry, the damage to grain cargoes, either by leakage, overheating, or otherwise, and only in cases of the total loss of the cargo are the facts really made manifest. As a partial resume of the season of 1884 the following exhibit may be found recorded:

Propeller Enterprise damaged 4,000 bushels of wheat on Lake Huron.

Propeller California damaged 26,500 bushels of corn on Lake Huron.

Schooner N. P. Downie sunk in Lake Ontario 6,700 bushels of rye.

Propeller Georgian, sunk at Peninsular Harbor, oats, say 20,000 bushels.

Schooner Erie Queen damaged 15,000 bushels of wheat on Lake Ontario.

Schooner Mary Collins damaged 5,000 bushels of corn, en route to Collingwood.

Schooner Defiance, sunk at Port Dalhousie, damaged 5,000 bushels of wheat.

Schooner Mary D. Ayer, damaged 6,000 bushels of corn on Lake Michigan.

Propeller J. L. Hurd damaged 12,000 bushels of oats near Detour.

Schooner E. B. Maxwell threw over 2,000 bushels of corn at Cove Island.

Propeller Colorado damaged 1,000 bushels of corn en route to Buffalo.

Schooner Arabia, sunk at the entrance to Georgian Bay, 20,000 bushels of corn.

Schooner King Sisters, wrecked on Gull Island, Lake Erie, 18,000 bushels of wheat.

Schooner Golden West, wrecked in Georgian Bay, 30,000 bushels of corn.

Schooner Millard Filmore, stranded near Waugoschance, damaged 25,565 bushels of oats.

Schooner Jura, wrecked near Port Stanley, Lake Erie, damaged 6,500 bushels of wheat.

Schooner C. P. Minch, stranded near Collingwood, damaged 24,000 bushels of corn.

Schooner Fellowcraft damaged 5,000 bushels of wheat on Lake Erie.

Schooner St. Lawrence threw over 300 bushels of wheat in Lake Ontario.

Steambarge Morley, stranded in Lake Superior, damaged 50,000 bushels of wheat.

Schooner Hannah Butler, ashore at Co-

bourg, Lake Ontario, damaged 5,000 bushels of barley.

Propeller Cuba, stranded at Alexandria Bay, damaged 10,000 bushels of wheat.

Steamer Haskell, stranded in the St. Lawrence, damaged, say 3,000 bushels of corn.

The foregoing schedule sets forth the loss of 126,800 bushels of wheat, 111,500 bushels of corn, 57,565 bushels of oats, 11,000 bushels of barley, and 6,700 bushels of rye, with a total of 313,565 bushels, and a valuation thereof of $220,182, which, as above noted, by no means gives a full estimate. Add to the above figures, the numerous losses of deckloads of lumber, staves, ratts, etc., and it will be found that my estimate in the annual statistics, given as $354,000 on cargo, is below the sum total, rather than above, which some wiseacres have tried to show.

In regard to grain losses during the season of 1884 it will not be out of place to present a partial list of shortages, and it is surprising to note the wide discrepancy in those that short the bill of lading, and the significance of those otherwise. The following is a partial statement:

Schooner O. Mitchell, short at Kingston, 315 bushels of wheat.

Schooner St. Peter, short at Buffalo, 500 bushels of wheat.

Schooner J. C. King, short at Buffalo 58 bushels of wheat.

Schooner Belle Hanscomb, short at Buffalo 41 bushels of wheat.

Same vessel, short at Buffalo 51 bushels of wheat.

Steamer Chauncey Hurlbut, short at Buffalo 337 bushels of wheat.

Schooner Belle Hanscomb short at Buffalo 65 bushels of wheat.

Steamer R. A. Packer, short at Buffalo 120 bushels of wheat.

Schooner L. A. Law, short at Buffalo 500 bushels of wheat.

Schooner Nelson Bloom, short at Buffalo 170 bushels of wheat.

Schooner J. G. Masten, short at Buffalo 370 bushels of wheat.

Total, 2,527 bushels. As an opposite to the foregoing we find and record as probable facts, two instances where the scales were otherwise:

Steamer Onoko overrun at Buffalo 35 bushels of corn, and the steamer Anna Smith overrun at Buffalo 28 bushels of wheat. Total, 63 bushels.

During the navigation of 1884 we have made frequent mention of quick passages made by some of our fleet sailers, beside noting those which have appeared in various exchanges. The responses received in several instances were rather beyond the stretch of our imagination, claiming, as it were, to be something of an expert in such matters. The following appear within the bounds of consistency:

Propeller Philadelphia, Chicago to Erie in 69 hours.

Schooner F. M. Knapp, Chicago to Collingwood, 3½ days.

Steambarge J. H. Farwell, with two barges in tow, Detroit to Duluth and back, via Marquette, 15 days.

Schooner King Sisters, Marquette to Detroit, sailing all the way, 4 days.

Steamer H. J. Jewett, Milwaukee to Chicago, 5 hours 37 minutes.

Schooner City of Chicago, Chicago to Collingwood, 2 days and 21 hours.

Steamer C. F. Curtis, with two barges, Buffalo to Detroit, 22 hours.

Schooner C. E. Wyman, Chicago to Cheboygan, two days.

Schooner George Steel, Milwaukee to Cheboygan, 14 hours.

Steamer Onoko, Chicago to Buffalo, discharged and reloaded, 4 days and 3 hours.

Steamer Iron Chief, Detroit to Duluth and back, 6 days. J. W. H.

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For Sale or Exchange,

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Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 16x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

FOR SALE,

AT

THE GLOBE IRON WORKS.

SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches. length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new.

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Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Express	.....	5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	†6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Ex via Norwalk	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:35 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect Oct. 6, 1884, and until further notice:

GOING EAST.		LV. AR	GOING WEST.	
	A. M		P. M	
.....	7 50	Chicago	7 10	.....
.....	9 45	Valparaiso	5 42	.....
	P. M.			
.....	1 50	Fort Wayne	1 50	.....
.....	2 05	New Haven	1 35	.....
			A. M.	
.....	3 56	Leipsic	11 30	.....
.....	4 49	Arcadia	10 34	.....
A. M.				P. M.
6 50	5 00	Fostoria	10 22	8 59
7 35	5 45	Green Springs	9 44	8 05
8 15	6 20	Bellevue	9 10	7 35
10 49	9 02	AR. Cleveland LV.	6 45	5 01
P M.				
12 05	.....	Painesville	.....	3 44
12 58	.....	Ashtabula	.....	2 51
1 42	.....	Conneaut	.....	2 20
2 41	.....	Erie	.....	1 23
				A. M.
4 19	.....	Dunkirk	.....	11 24
				A. M.
5 55	.....	AR. Buffalo LV.	.....	9 50

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C L & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhrichsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin & N. Y. Express	1:45 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. **O. B. SKINNER,** Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

7.20 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 9:10 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 11:25 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 1.14 p. m, Jamestown (Lake Chautauqua) 2.12 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p. m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 2:05 p. m.; arriving at New York 6:15 a.m.

7:20 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9..55 a. m., Sharon 10:55 a. m., Sharpsville 11:05 a. m., Pittsburgh 12 45 p. m.

2:30 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m , Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:25 a. m.

2:30 p. m. PITTSBURGH, WASHINGTON AND BALTIMORE EXPRESS—Daily—Thro without change. Arrives at Youngstown 5:00 p. m., Pittsburg 8:00p. m., Washington 7:09 a. m., Baltimore at 8:19 a. m.

4:00 p. m. MAHONING AOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 7:50 p. m., Sharpsville 8:00 p. m. Daily except Sunday.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland to Hornellsville. Arrive at Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a m, Salamanca at 7.10 a. m., Buffalo 9:20 a. m., Niagara Falls 11.50 a m., Rochester 12:58 p, m., Hornellsville, 11:00 a m., Corning 12:07 p. m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m.

11 00 p. m. PITTSBURGH, WASHINGTON AND BALTIMORE EXPRESS — Wagner Sleeping Coach, Cleveland to Pittsburg without change Arrive at Youngstown at 2:00 a. m., Pittsburgh 5.55 a. m., Washington at 7.30 p m, Baltimore at 8.30 p m.

Trains arrive at Cleveland. 6:20 a. m., 10:08 p. m., 12:50 p. m., and 6.15 p. m.

☞ This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
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Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, JANUARY 15.

THE PORTAGE CANAL.

The report of Colonel Poe, to whom was assigned the duty of investigating the condition of the Portage Lake and Lake Superior ship canal, has been placed before the Secretary of War and by him laid before the Senate, with the recommendation that the canal be purchased by the government and made free of toll. Colonel Poe's report has been placed in the hands of the Senate commerce committee, and if approved by that committee an appropriation for the purchase will be included in the regular river and harbor bill. This object, if properly followed up, will he conducive of immense benefits, not only to lake navigation generally, but to the people of all the upper peninsula towns and the mining interests of Lake Superior. The Portage canal, which was constructed and is owned by the Portage Lake & Lake Superior Canal Co., has been tendered to the government for the sum of $350.000, which is merely a nominal sum, probably not more than one-tenth the original cost of the canal. The construction of the canal was commenced about the year 1858 by the canal company, by dredging at the south end of the river, which work they have followed up year after year, until 1873, when the upper or north end of the river, about six miles from Houghton, was opened up by cutting through a sand hill, and kept in comparatively good shape by driving piles, although the mouth of the cut required the almost constant attention of dredges on account of the light, drifting sand, in order to maintain the required depth of water necessary at that point. This evil, it is thought, can be remedied at once, in case the property comes under the charge of the government, by extending the piers and at the same time making a harbor of refuge at that place. Therefore, it will be seen that the acquisition of the canal by the government, and a perfect system of improvement adopted, will add much to the safety of life and property and materially aid in reducing the cost of transportation. The company, when it commenced the work of cutting the canal, was authorized to levy a tax on all shipping using the cut, which tax was placed at two cents per ton, beside a tax on all freight destined for or shipped from the Portage Lake district, making the cost of supplies for the people in that region quite a burden, which the people of Hancock, Houghton and other towns have for years protested against paying. We find that the receipts of tolls for the use of the canal from 1874 down to and including the year 1883, amounted to $75,053, and the expenditures from these funds to $70,146; therefore, it will be seen that if the ownership of this important waterway, clear of all incumbrances, can be vested in the government and the tolls removed, and the canal improved to a depth corresponding with that of the St. Mary's river and canal, our system of lake navigation will be free of tolls from Duluth to the seaboard via of the Erie canal, which is a proper condition to be fostered by a great country in relation to one of its most vital interests; and this being done, we do not hesitate to say that it will not be a great while before Canada will adopt the same policy regarding the Welland.

CONSOLIDATION OF CUSTOMS DISTRICTS.

The customs consolidation project, advocated last year by Secretary Folger, promises to come before Congress again this winter the ostensible object of the measure is to reduce the cost of collecting the revenues in districts, the business of which does not pay the salaries of the officials, doubtless the case in some of the eastern offices, but which cannot be charged to any of the lake districts; therefore, it is to be hoped that the line will be drawn at the proper place, that no changes will be made to disturb the present customs districts at the lake ports, and especially it is to be desired that no inland cities will be made ports of entry, in the consolidation scheme, to the detriment of natural and existing customs offices. The total amount annually paid for the collection of customs is $6,455,761 of which sum $5,295,-135 is for the payment of salaries.

The revenues collected by the lake districts as at present constituted, show such a volume of business for the officials, that we do not apprehend any change in this region, unless it is to establish new offices. In case it is absolutely necessary for St. Paul to have a collector, give her a new one and let the Duluth district remain as it is.

A CORRESPONDENT in the Ogdensburg News, writing over the signature of S—s, advances many pertinent and wise theories for the improvement of our system of lake navigation. In his last contribution, which is in relation to a cone like rock called the "Needle's Eye," which rises in mid-channel of the Brockville narrows of the St. Lawrence river, in Canadian water, but which is as disastrous to American as to Canadian vessels, after duly eulogizing our Canadian friends for their efficient system of lights, beacons and buoys, he says: "A few years ago there was a rumor that the two governments had agreed to share equally in the expense of removing it, but "Uncle Sam," who always hangs on to his spare cash with a death grip when anything comes up for the benefit of shipping, failed to come to time, and the Needle's Eye still remains in its old place, a subject for many hard words by vessel and steamboat men.

[It will give us great satisfaction to be placed in communication with S—s—.ED.]

A POWERFUL TUGBOAT.

The Panama railroad company concluded a contract yesterday in this city for building one of the most powerful tugboats in America, if not in the world. There was sharp competition among the many builders who had been invited to tender proposals. The successful bid was made by Neafie & Levy of Philadelphia.

The boat will be built of iron, and will be 130 feet long, 23 feet wide and 10 feet deep. She is intended for service in Panama Bay, and as the depth of water is small, recourse has been had in her design to the twin-screw system of propulsion. She will have two compound condensing engines which will be supplied with steam by two steel boilers, the guaranteed indicated power being 650 horses and the speed twelve miles an hour. She will be completed in four months, at a cost of $55,000, and will be taken through the Straits of Magellan to her destination.—*New York Herald.*

[It is in order for the MARINE RECORD to deny the statement that the boat referred to is the most powerful tug boat in existence, 650 H. P., for the reason that we have, on our northern lakes, the Champion, with 800 H. P. The Champion was built at Detroit by Mr. Campbell in 1868 and is owned by J. R Gillett of Detroit.—ED.]

THROUGH the energetic action of Captain Alex McDougal, of Duluth, and Representative Nelson, that port has secured legislation favorable to the location there of local inspectors of steam vessels. The inspections at that port have heretofore been made by the local inspectors resident at Marquette at different stated periods in each year, which was very unsatisfactory, as steamers not found in port at such times, and whose certificates had expired, were either compelled to lay up, make a special trip to the inspectors at Marquette, or take the responsibility of running in violation of law. It will readily be seen that this will be a great benefit to our interests, and the bill should be passed without delay.

THE PROVIDENCE WRECKING CAPSTAN.

In connection with a recent article relative to this new and useful addition to wrecking apparatus, which the American Ship Windlass Co. is the sole manufacturer, we desire to give the following details of the principles of its working and append a copy of a letter from Captain C. Wood, of the British schooner Magellan, testifying to its power when applied to the release of a stranded vessel. As a whole it consists in the combination of a propeller and the shaft thereof with a capstan and a mechanism applied thereto and to the propeller shaft, has fixed on it a spur-gear, which engages with another such gear, fixed on a horizontal shaft, arranged over the propeller shaft. The shaft is also provided with another gear, arranged between, and engaging with two gears, fixed on the shafts of two screws, one of such screws being a right-threaded, and the other a left-threaded, screw. Between the two screws, and engaging with both is a worm gear, that is fixed on an upright shaft, of a capstan the capstan being above deck, while the machinery for operating it is disposed below or in the hold. The capstan and propeller may be simultaneously operated, or one may be worked independently of the other. It will therefore be seen that while the propeller may be in revolution for the purpose of moving the boat ahead, the capstan may be revolvedby means of the attaching mechanism, as described. If, therefore, the boat be supposed to be connected with a stranded vessel by one or more suitable ropes, and a cable be properly applied to the capstan, and also to an anchor cast into the water in advance of the boat, the powers of the propeller and the capstan may be simultaneously employed to great advantage in drawing the vessel off shore.

(Copy.)

January 2, 1885.

American Ship Windlass Co. Providence R. I.

The tug Henry Chapel pulled my vessel drawing 13 feet 6 inches, with her steam capstan attached to the main engine shaft over a shoal having but 9 feet of water on it, a distance of 600 feet.

The vessel was heavily loaded with stone of 800 tons measurement, making over 400 tons weight exclusive of vessel.

This was done Thursday December 25, 1884, the boat being obliged to forge ahead and break up the ice before strain could be brought to bear on the vessel. The working of the capstan was remarkable, with this immense strain. No injury was done to boat or vessel.

In my opinion, it is a remarkable invention, and would prove a great blessing to mariners if used generally on wrecking steamers. I, myself, have witnessed thousands of dollars of property lost which ordinary steamers, although on hand, were unable to save, but which this steam capstand would have done. This I am ready to swear to before any court of inquiry.

(Signed) C. T. WOOD,
Master British schooner, Magellan.

TRIAL OF CAPT. W. J. FAGAN.

The case of the state, on complaint of Valentine Fries vs. William J. Fagan, on complaint of the peace, was called in the probate court Monday morning, Judge A. E. Merrill presiding.

Fagan was arrested May 12, 1884, on a warrant issued by Justice Emmons, of Milan, on a peace warrant. The case, as the record shows, was adjourned to the 20th for hearing. On the 20th the case was called by the state; the defendant being sick in Cleveland was not present, but was bound over to the probate court.

Omar Bailey, Jr., attorney for defendant, filed a motion to discharge his client, on the ground that the probate court had no jurisdiction of the case, as the law required that the defendant should first have an examination before a justice. Authorities were introduced to the effect that the probate court had jurisdiction only on the case coming up on transcript from a hearing.

The court, after a careful examination of the case, sustained the motion and discharged the defendant at the cost of complaining witness.

Captain Fagan was immediately arrested by Constable McKenna on a warrant based on a similar affidavit to the first sworn to by Fries, taken before Justice Stein and the case is now on trial, having consumed a greater part of Monday afternoon. The state has rested, and the defense are now offering testimony. A number of witnesses testify that Fagan is a quiet, peaceable citizen Strong & Kellogg, of Norwalk, and Mr. Shipman, of Milan appear for the state, and Omar Bailey, Jr., and Grayson Mills for the defense.

A VALUBLE FOG SIGNAL.

CLEVELAND, January 13.

Editor of the Marine Record.

A mechanical device for blowing the steam whistle when a steamer is running, in thick or foggy weather, has lately been invented and patented by Mr. James L. Chase, a well-known marine engineer, which exactly meets the requirements of the law.

The machine is constructed with two ratchet wheels, each sixteen inches in diameter, one having eighty teeth, the other having six in pairs, with an interval of about two inches between each pair, and upon this wheel there are one, two or three lugs, which come in contact with a lever at each revolution of the wheel, which causes the lever to rise a distance of about six inches. A wire is attached to this lever and runs direct to the lever of the whistle, which, with each revolution of the wheel, causes the whistle to b ow as many times as there are lugs on the ratchet wheel.

The most ingenious part of the machine is that by which the interval between blasts is regulated. This is done by a steel guard—the length of which is adjustable—placed between the pawl and teeth of the first ratchet wheel and held in position by a set screw. Upon this guard is marked the number of revolutions required by the engine to cause the whistle to slow at the specified interval. Connected to the lever upon which the pawls are attached is a rod which can be connected to any part of the engine having a rectalinear, or partial rotary motion, such as rockshafts, pump arms, valve spindles, etc., by which the machine is driven. The machine is so constructed that it can be attached either to the engine frame, or to the deck, in or near the engine room, where it is under the control of the engineer. The value of this machine can better be appreciated, perhaps, by those who have stood on deck for days at a time tugging and pulling at the whistle trying to fulfill the requirements of the law and at the same time fully conscious they were only partially doing so.

Mr. Chase had the machine in operation on the steamer Ohio a part of last season, where it gave entire satisfaction.

The machine will soon be on exhibition at the shop of Mr. John Thompson, 95 River Dock, where the inventor will be pleased to have those interested in the navigating of steam vessels call and examine its merits.

M.

A decree of $1,565 and costs was granted libellant in the case of Wm. G. Keith, owner of the schooner Ida Keith, against the Michigan Navigation Co., owners of the tug Kellogg, for injuries sustained to the Keith while passing down the St. Clair canal in tow of the tug Kellogg.

MILWAUKEE.

Special to the Marine Record.

At Wolf & Davidson's main yard there is everything at work, as they have considerable work to do this winter, beside the general repairing on the lower lake vessels. They are thoroughly rebuilding the schooner Goshawk and have her in the drydock all winter; also the tug Wm. Goodnow, which they are tearing up. They will throw the hull away and put the engine and boiler in to a new steambarge, which Wolf & Davidson will build this winter. The engine of the Goodnow will be converted into a compound engine, using the same sized high pressure cylinder she always had and putting a 40-inch low pressure cylinder below the high pressure, thus making the engine a steeple compound engine, and thus ends the

old tug Goodnow. The schooner T. G. Trumpff is getting a new stern from the main mast aft and will be made ten feet longer. The tug John Evenson towed the United States steamer Andrew Johnson from Grandon bridge to the lower yard, December 29th, to have new decks and cabins and other repairs, when the new boiler, which is being built by Dick Davis, and will be finished soon, will be put in her. The branch yard of Wolf & Davidson is doing considerable work in calking the top sides of the barges Alta and San Diego, and several others.

Fitzgerald is doing general repairs on the Marengo and is also building a steambarge for the lumber and wood trade for Chipman & Raiser which will probably carry about 250,000 feet of lumber. The tug Hagerman is also at this yard getting a thorough rebuild and will come out as good as new in the spring.

The schooners Arundel and Liberal have unloaded at this port and have gone into winter quarters, as the weather is so cold and severe that the owners of the vessels have given up the return trip to Manitowoc or to Manistee, and will go into winter quarters as soon as their canvas dries out. The tug John Evenson towed both of the above named vessels to the lumber market to finish unloading their deckload of hay into teams.

The river is frozen over solid and the ice men are hard at work cutting ice ten to twelve inches thick in clear ice.

The tug Henry S. Sill, of Racine, is here, laid up for the season, and will have a new steel boiler made for her by Dick Davis, and will come out in first-class shape, as she was thoroughly rebuilt last winter.

The steambarge Daisy Day arrived from Manitowoc and Ahnapee with a full load of grain and butter. She was iced up very badly and experienced considerable trouble in getting to the piers, as the bay was full of ice and the steam rising from the water outside of the ice formed a fog so you could not see very far, and the fog whistle was kept blowing all night.

On the 4th of January the tug John Evenson cut the wrecking tug Leviathan out of the ice at Wolf & Davidsou's lower yard and towed her to the F. & P. M. dock to ship her pumps and wrecking outfit over to Ludington to the stranded steamer belonging to the F. & P. M. R. R. Co., and was towed back to winter quarters by the same tug, as Captain Kirtland, of the Leviathan, will employ tugs on the east shore and not fit out the Leviathan until spring.

The tug G. R. Green was towed, on Monday last, to the steam derrick, by the tug John Evenson, to have her boiler hoisted out, which will be thoroughly rebuilt this winter, and the hull will be towed to Wolf & Davidson's main yard to be hauled out and also rebuilt.

Captain John Evenson, who has been captain of the life saving station at this place for the past five years, resigned, and Captain Peterson, formerly captain of the scow J. B. Prime, has been appointed his successor. He took charge on the first of January. Captain Evenson intends to devote all of his time to his two tugs in the future.

The small tug Eaton, which has been on Wolf & Davidson's small drydock boxes getting rebuilt, was ready to be lowered down last Saturday, but the ice is so solid in the slip that it is slow work. Men have been employed to saw and chop the boxes loose, which will be completed in another day, when the tug G. R. Green will be placed thereon.

The new pumping works, which are being built on the island at the mouth of the river, are progressing very slowly on account both of the cold weather and the foundation bottom, which is comprised mostly of quick sand. The city started to build the pumping works for the purpose of purifying the upper portions of the river, and intended to have it completed by spring, but it will be impossible to do so unless the weather moderates up soon.

The life saving station crew and tug men of this place will give a grand ball about the 1st of February.

The steambarge Burrows arrived from Bailey's Harbor, on Friday, with a load of cordwood, and was iced up very badly. Her deckload was one solid mass of ice, and the stevedores who unloaded her were compelled to loosen the cordwood with iron bars.

Captain Oscar Greenhalgh, of the tug Evenson, will visit the World's Exposition at New Orleans in February.

Harbor Master Trowell has sent the following report to Mayor Wallber of the shipping in winter quarters at this port on Wednesday, the 7th instant, which shows that twenty-seven steambarges are wintered here, of which sixteen are grain carriers and eleven lumber and wood carriers. Of eighty schooners here, thirty are grain and fifty lumber and wood carriers. There are, beside twenty scows which generally carry lumber and wood, and fourteen tugs, including wrecking boats. The total steam tonnage is 19,367 and the total sail tonnage 28,282, so that the aggregate tonnage of every kind of marine property quartered here for the winter is 47,649.

The case of the Phœnix Insurance Company vs. the Goodrich Transportation Company, recently on trial here, and involving consequential damages of about $200,000, has been decided against the Plaintiff. Claim was made that the burning of Mr. Crandall's House at Green Bay, Wis., was caused by sparks from the propeller Oconto, then owned by the Goodrich Transportation Company, the loss on which, $6,000, was paid by the insurance company, for which it sought to recover. O. G.

TOLEDO.

A gang of men has been endeavoring for a number of days to release the steambarge Mills, which was frozen in the ice near Turtle light since the 17th of December and when the ice gave way and moved lakeward a large hole fully 12 feet in length and a foot wide was broken into the barge and her hold was at once filled with huge cakes of ice. Despite the strenuous efforts of the men on board, in fifteen minutes she had sunk in about 8 feet of water. On board the boat were some twelve or fifteen men, who had been at work attempting to cut a channel through the ice, and, as Captain Ellery remarked this morning: They thought their time had come, and no mistake. No wonder they were scared. The ice began piling up beside the boat and the darkness made it impossible to ascertain just the extent of the damage. Both syphons were worked at once, but they seemed to have no effect and nothing could prevent the boat's going to the bottom. What will be done is not now definitely known. Captain Ellery has telegraphed for instructions, and until they come will do nothing. Owing to her posilon and the cold weather it is impossible to get a steam pump to work at her and raise her, a feat which could be easily accomplished in summer. It now looks very much as if she would have to be abandoned, although the captain, engineer and wheelsman still remain on board, the others having been taken ashore in the boat's yawl. The barge is the property of N. & B. Mills of Marysville, Mich., and was built by James Bowers of Marysville a year ago last June She is 110 feet keel, 23½ beam and 7½ hold. She is valued at $13,000. Owing to her peculiar construction Captain Ellery, himself a practical shipwright, says he does not see how the break in the hold can be repaired. In this event she will be practically an entire loss.

BUFFALO.

United States Supervising Inspector Van Valkenburg gave his decision in the matter of Captain Joseph Criqui, charged with drunkenness and threatening one of his crew with a revolver. The decision is very short and sustains the decision of the local board in revoking his license.

The jury in the Dimick case has disagreed. This is not at all surprising as the witnesses for the prosecution in cross examination, had apparently forgotten what they had said in their direct testimony and disagreed with their first statements. It is safe to say that in the future hearing of the case the testimony will be greatly curtailed, as the judge is quite overloaded with irrelevant evidence. The jury stood seven for acquitted and five for conviction.

The Tioga, the new steel steamship recently launched by the Union drydock company, Buffalo, has shipped her boilers, which are the largest and strongest boilers ever built in Buffalo for a steamboat. Each has a length of seventeen feet and a shell of ten feet, and is made of thirteen-sixteenths inch steel.

OGDENSBURG.

Chief Engineer D. F. Kelley, formerly of the revenue steamer Bibb, has been ordered to the revenue steamer Corwin, San Francisco, California. The Corwin leaves on the first day of May on a six months cruise in Alaska waters.

The Ogdensburg News gives the following list of craft in winter quarters at this port.

Steamers.

W. A. Haskell, Nipigon, Henry Plumb.

Tugs.

W. L. Proctor, G. D. Seymour. Gilbert, Curlew, Sarah Daily, R. M. Fairfield.

Steam Yachts.

Lotus, Stranger, Rawson, Harry Smith, Florence.

U. S. Revenue Steamer.

Bibb.

Schooners.

R. C. Benson, L. Seaton, Riverside, St. Lawrence. Abbie L. Andrews, E. P. Beals, O. W. Bond, D. G. Fort, Kate Kelly.

Sloop.

Dolphin.

Barges.

Middlesex, Melbourne, William Wheeler, Charles G. Buell, James Buckley, Tuscarora, Mohawk, Kent, Hattie L. Johnson, Black Diamond, Hope, Michinan, Erie, Argo, Argosy, Mary.

AMHERSTBURG.

The Echo says that the steamer Transfer will receive considerable repairs here at once, so that she will be able to pass inspection. The Transfer has done some great work in her day and has a record which none of the largest boats have been able to surpass. She has ferried more cars in 24 hours than any other boat.

FRANKFORT.

Special to the Marine Record.

Propeller Geo. D. Sanfort, made a run to Manistee, on the 6th, and returned on the 7th, the first arrival and departure for 1885.

The pierhead light was lit up by keeper Vorce in anticipation of the arrival of the Sanford on the night of the 6th.

The tug Slyfield is chartered to fish on Lake Michigan and is steamed up. C. B.

DULUTH.

The Herald says a new dock with a water front of 100 feet is being built by the Marquis De Mores adjacent to his cold storage dock. Next to that John B. Sutphin is building a dock with a front of fifty feet, which will make 250 feet of dock inside C. H. Graves & Co's warehouse. An approach from Lake avenue to Mr. Sutphin's dock will be constructed, making in all three approaches to the 250 feet.

KINGSTON.

Mr. Hovering, of Wiarton, Ont., has been negotaiting for the purchase of the steamer Hastings.

Fire was discovered in the cabin of the schooner Olivia, recently, while lying at Garvers' wharf, Picton. An alarm was raised and the land steamer went to the rescue. The cabin was destroyed, without much damage to other parts of the boat.

SANDUSKY.

The Portland Boiler Company, of Sandusky, is building a steel boiler, fifty-four inches by eight feet, for the steam yacht now building at Port Clinton for Seifert & Co.

The upper deck of the barge Ryan is being taken off at this port. She will enter the lumber trade next season.

An engine is being built here for the tug Wilcox, of Port Clinton.

CHICAGO'S LAKE BUSINESS.

CHICAGO, January 9.

Special to the Marine Record.

We present to our readers the annual statement for 1884, of Jesse Spalding, collector of customs at the port of Chicago, which will doubtless prove interesting, as the great majority of them have, in some capacity, been identified with it. The season, from a business standpoint, although not so remunerative as in some previous years, has returned interest at the rate of 6 to 10 per cent to carriers. The fact that the movement of the articles of commerce has been dormant, the demand being unequal to the supply, caused low freight rates to prevail early in the season, and the depression in business at all points during the later months, due largely to the uneasiness generally incident to a presidential campaign, prevented their recovery:

STATEMENT OF THE NUMBER AND TONNAGE OF VESSELS WHICH ARRIVED IN THE DISTRICT OF CHICAGO DURING THE YEAR 1884.

Months.	Vessels in the coasting trade.		Foreign vessels from foreign ports.		American vessels from foreign ports.		Aggregate vessels arrived.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
January	10	5,034	.....	.....	.....	.....	10	5,034
February	6	3,840	.....	.....	.....	.....	6	3,840
March	11	5,105	.....	.....	.....	.....	11	5,105
April	523	112,946	.....	.....	.....	.....	523	112,946
May	1,714	527,740	7	2,161	11	3,424	1,732	533,325
June	1,739	541,778	15	5,068	8	2,540	1,762	549,386
July	1,620	572,536	15	5,129	9	2,843	1,641	580,508
August	1,573	535,706	9	3,613	10	3,065	1,592	542,384
September	1,617	553,572	9	3,150	16	4,912	1,642	561,634
October	1,308	462,666	2	604	10	2,787	1,320	466,057
November	1,001	354,905	.....	.....	10	3,531	1,011	358,436
December	100	37,989	.....	.....	1	329	101	38,318
Total	11,222	3,713,817	57	19,725	75	23,431	11,354	3,756,973

STATEMENT OF THE NUMBER AND TONNAGE OF VESSELS WHICH CLEARED FROM THE DISTRICT OF CHICAGO DURING THE YEAR 1884.

Months.	Vessels in the coasting trade.		Foreign vessels to foreign ports.		American vessels to foreign ports.		Aggregate vessels cleared.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		Tonnage.
January	9	4,931	.....	.....	.....	.....	9	4,931
February	6	3,834	.....	.....	.....	.....	6	3,834
March	19	6,217	.....	.....	.....	.....	19	6,217
April	730	185,428	2	607	8	2,385	740	188,470
May	1,750	547,418	11	3,515	15	4,771	1,776	555,704
June	1,737	541,974	14	4,860	14	4,579	1,765	551,413
July	1,665	552,294	13	4,384	30	9,660	1,708	566,338
August	1,562	535,783	12	4,009	41	13,716	1,615	553,508
September	1,580	535,394	9	3,573	34	10,907	1,623	549,874
October	1,279	459,619	2	604	31	13 520	1,312	473,743
November	848	294,659	.....	.....	7	2,265	855	296,924
December	44	10,817	.....	.....	.....	.....	44	10,817
Total	11,229	3,678,368	63	21,552	180	61,803	11,472	3,761,723

MARINE COLLECTIONS DURING THE YEAR AT THE DISTRICT OF CHICAGO.

Month.	Tonnage dues.	Hospital dues.	St'mboat fees.	Ent. and Cl'r fees.	Rec. & Ad, Enr, Offic'l.	& Licens.	Fines & Penalties.	Total.
January	.....	$184 80	$10 00	$8 50	$20 00	$7 35	.....	$230 65
February	.....	272 01	7 00	7 00	17 00	22 65	.....	325 66
March	.....	531 04	312 85	14 50	5 99	39 45	.....	903 74
April	.....	3328 58	2397 75	600 00	31 80	258 90	.....	6617 03
May	$566 29	1075 90	1355 40	1685 50	15 40	117 20	20 00	4835 69
June	387 45	269 92	291 60	1726 25	9 90	62 60	.....	2747 72
July	35 58	217 68	347 15	1266 16	10 00	36 10	60 00	1962 66
August	30 99	463 89	185 75	394 45	8 80	39 15	20 00	1143 03
September	92 79	258 29	177 75	373 90	11 80	36 85	75 00	1027 38
October	58 44	113 27	178 50	306 55	4 60	16 00	10 00	687 36
November	97 47	89 97	33 50	214 40	8 90	10 30	.....	453 64
December	9 89	44 56	10 00	28 50	5 80	13 25	5 00	117 00
Total	$1278 90	$6849 01	$5297 25	$6624 70	150 90	$659 80	190 00	$21,051 56

COASTWISE RECEIPTS BY LAKE DURING THE YEAR 1884.

Flour, bbls..	26,330	Lath, M	73,077
Corn, bu....	1,218	Timber, M...	1,275
Wheat, bu ..	21,000	Posts, No	3,087,376
Oats, bu	200	R. R. Ties, No.	947,938
Barley, bu...	300	Tel'gr'ph pole	116,024
Corn meal, bbl	400	Wood, cord..	64,825
Oat meal, bbl.	92	Bark, cord ..	20,385
Grass seed, sks	1,500	Anth.coal, ton	795,080
Pork, bbl...	25	Bit. coal, ton	237,171
Cured meat pk	11	Salt, ton....	10,589
Lard, pkgs ..	76	Salt, bbl....	109,046
Tallow, pkgs.	311	Salt, sacks..	592
Cattle, No...	12	Iron ore, ton.	140,443
Hides, pieces.	21,140	Pig iron, ton.	33,631
Hides, lbs ...	3,150	Mis. iron, ton	273
Wool, bales..	600	Nails, kegs..	380
Potatoes, bu..	64,715	Liquor, pkgs.	13,638
Hay, bales...	5,053	Tea, chests...	1,942
Butter, pkgs..	7,558	Coffee, sacks.	170,807
Cheese, pkgs.	8,210	Sugar, pkgs..	375,312
Lumber, M..	1,580,361	Syrup, pkgs..	26,412
Hardw'd lum.	28,530	Mis. Mdse pkg	3,437,131
Shingles	885,091		

VESSELS OWNED IN THE DISTRICT OF CHICAGO.

No.	Class.	Net Tonnage
27	Steamers (screw).....	7,019.82
4	Steamers (paddle).....	424 43
77	Tugs.....	1,379 97
28	Steam canal boats.....	2.033.60
227	Schooners.....	49,765.08
5	Sail yachts.....	313.17
4	Steam yachts under 5 tons..	5.49
372		60.941.56

COASTWISE SHIPMENTS BY LAKE IN TRANSIT THROUGH CANADA DURING THE YEAR 1884.

Ports	Corn.	Oats.
Midland	1,272,955	217,064
Collingwood	923.765	411,781
Pt Edward.....	1,300,911	96,031
Sarnia.....	280,416	
Total bushels	3.778.047	724.876

COASTWISE SHIPMENTS BY LAKE DURING THE YEAR 1884.

Mis. Mdse pkg	731,890	Anth. coal, ton	487
Flour, bbl..	652,594	Bit. coal, tons	1,005
Wheat, bu...	10,360,183	Hay, bales..	2,595
Corn, bu....	25,217,260	Cured me't bx	479
Oats, bu....	5,407,336	Cured me't pk	421
Rye, bu	2,576,574	Tallow, pkgs.	3,224
Barley, bu ..	16,526	Nails, kegs..	11,964
Gras s'd, sack	82,313	Mis. iron, tons	815
Flax seed, bu.	1,171,078	Pig iron, tons	265
Broom c'n, bls	2,586	Salt, bbl	2,933
Pork, bbl ...	13,853	Salt, tons....	78
Beef, bbl....	3,547	Salt, sacks ..	251
Oat meal, bbl	22,644	Butter, pkgs.	2,153
Corn meal bbl	11,146	Cheese, pkgs.	148
Lard, pkgs..	10,157	Lead, pkgs..	55,658
Lard, tierce..	20.314	Lumber, M ft.	474
Coffee, sacks.	4.516	Hardw'd lum	22
Tea, chests..	3,988	Timber M ..	10
Sugar, bbl ..	17,110	Shingles, M..	20
Syrup, bbl...	1,473	Lath, M.....	30
Hides, pieces.	26,579	Posts, No ...	900
Liquors, bbl..	5,522	Wool, bales..	11,327
Oil cake, bags	124,155	Fire brick, No	33,750
Potatoes, bu..	15,347		

LIST OF VESSELS BUILT IN THE DISTRICT OF CHICAGO DURING THE YEAR 1884.

Class	Name.	Net Tonnage.
Tug propeller	John Gordon.....	25.68
St. C. B. T..	Nunnemacher	54.17
Propeller....	Josie Davidson....	19.35
Propeller....	Daisy.....	10.68
Propeller....	Lucille	116.17
Tug propeller	Fannie Parnell....	9.93
Tug propeller	T. T. Monford....	44.87
Tug propeller	Tillie M.....	16.55
Steam yacht.	River Queen.....	1.85
Steam yacht..	Cleopatra	1.94
Steam yacht..	Tiny	.34
Steam yacht..	Nina.....	1.36
Total.....	12 vessels	303 09

LIST OF VESSELS BELONGING IN THE DISTRICT OF CHICAGO, LOST DURING THE YEAR 1884.

Class.	Name.	Ton'ge.	Esti'ed value.	Amt. Ins.	Lives lost.	When and where lost, etc.
Sloop.	U. H. Joslyn	6.72	$ 200	.....	.....	Foundered near Gross Pt. L. Mich., June 20.
Schr..	J. W. Brown	157.58	2,000	.....	.....	Abandoned; hull rotten; towed into lake.
Tug ..	Red Jacket	6.61	300	.....	.....	Machinery taken out; hull abanoned; unfit for use.
Schr..	J. Bigler..	327.00	11,000	$8,000	.....	Foundered in Lake Superior September 10th.
Schr..	Gold'n W'st	433.83	17,000	15,000	.....	Stranded and went to pieces, Snake Is. Oct. 22.
Schr..	C. Nilsson.	295.80	10,000	8,000	.....	Foundered near Bailey's Harbor, L. Mich. Oct. 24.
Schr..	M. Filmore	277.00	6,700	5,000	.....	Stranded; total loss; Waugoschance light Oct. 6.
Schr..	G. Smith..	214.00	6,600	5,000	.....	Stranded; total loss; Swan Bay, L Huron, Oct. 24.
Schr..	Regulator..	121.41	4,000	2,200	1 man.	Stranded Nov. 14, '83; St. Joseph; finally abandon'd.
Total	9 vessels...	1866.95	$57800	$43200	1 man.	

EXPORTS BY LAKE TO CANADA FROM THE PORT OF CHICAGO DURING THE YEAR 1884.

Articles.	United States vessels.		Foreign vessels		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Corn bu	1,918,891	$1,052,218 23	360,669	$194,674 87	2,279,560	$1,246,893 10
Wheat bu.....	1,007,306	845,135 34	119,427	107,523 57	1,126,733	932,658 91
Oats bu	60	25 25	200	60 00	260	85 25
Flour bbl.....	50	248 50	8,856	37,647 80	8,906	37,896 30
Corn meal bbl..	84	200 45	.....	.....	84	200 45
Pork bbl	967	16,090 75	2,315	34,291 00	3,282	50,381 75
Beef bbl..	230	2,461 00	26	686 50	245	3,147 50
Lard lbs	13,559	996 09	4,827	508 30	18.386	1,504 39
Coured meat lbs	43,466	47,378 28	3,200	240 00	437,861	47;618 28
Tim, seed lbs..	.....	.....	48,750	1,300 00	48,750	1,300 00
Hay tons.....	5	60 00	11	132 00	16	192 00
Potatoes bu....	1,582	693 00	.....	.....	1,582	693 00
Mis mdse pkgs	646	8,780 26	521	5,212 65	1,067	13,857 91
		$1,974,287 15		$387,226 69		$2,356,563 84

LOCAL INSPECTORS STANARD AND FITZPATRICK'S ANNUAL STATEMENT.

The following is the local inspectors' annual tabular statement of occurrences relating to steam vessels in the Cleveland district during the year ending December 31, 1884.

		First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total.
No. of steamers to which certificates of inspection have been granted		.....	115	41	1	157
Amount of tonnage of steamers inspected	Gross.	.....	42,512.11	1.398 89	1,205.93	57,62693
	Net..	.....	33,760.45	10,877.24	1.104 99	45.742 68
No. of boilers inspected.		.....	130	49	2	181
No. of boilers found defective		.....	15	2	.. ...	17
No. of boilers that have given way under hydrostatic pressure		.....	3	.....	.....	3
No. of investigations by local boards for violations of the law		.....	1	.....	1	2
No. of masters that have received original license since last annual report		3	4	2	.....	9
No. of masters that have received renewal of license		2	69	42	18	131
No. of masters whose licenses have been suspended or revoked		.....	.....	.....	1	1
No. of pilots that have received original license...		9	29	15	3	56
No. of pilots that have received renewal of license		5	75	71	10	161
No. of engineers and assistants that have received original license		8	17	8	1	34
No. of engineers and assistants that have recieved renewal of license		35	130	91	26	282
No of explosions or accidental escape of steam by which life has been lost		.....	1	.....	.....	1
No. of lives lost by explosion or accidental escape of steam		.....	3	.....	.....	3
No. of accidents by fire		.....	1	1	2	4
No of steamers wrecked or foundered		1	.....	.....	.....	1
No. of passengers carried by steamers		.....	15,206	156.814	29,009	170,029
No. of steamers gone out service		1	1	4	.....	6
Tonnage gone out of service	Gross..	.....	47.80	1,104 33	.....	1,152 13
	Net...	.....	27 54	765.65	.....	790.79
No. of steamers added to service		.....	14	3	.....	17
Tonnage added to service	Gross.	.....	3,818.75	2,946.33	.....	6 765 08
	Net....	.....	2,955.65	2,331.69	.....	5,287.34
Amount of property lost by explosion		.....	$8,000	.....	.....	$8 000
Amount of property lost by fire		.....	$1,100	$8 000	$1,450	$10 550
Amount of property lost by collision		.....	.....	$77,840	.....	$77.840
Amount of property lost by wreck or founder		$1,400	.....	$7,000	.....	$8,400

AUXILIARY SAILS.

LOCKPORT, January 12.

To the Editor of the Marine Record:

In following up my last contribution on auxiliary sails, I will say that as vessels are now formed true principles for sailing can not be taken advantage of. There are two elements in sail propulsion. One is wind, the other is buoyancy to meet wind pressure. No matter how much a vessel may be loaded down with ballast, to gain stability, buoyancy must do the work of sailing. As vessels are now formed the masts are placed along the line of the keel, and, as a consequence, can only use the buoyancy to leeward. The buoyancy on the windward side of the vessel can not possibly aid her in her propulsion, unless before the wind, or nearly so, and the only benefit she can derive from that side is from its weight, as a counterpoise, acting upon the opposite bilge of buoyancy, (the fulcrum.) The weather side, in its action on the lee side, is precisely like, in principle, to a vessel towed on the weather side, and which acts as a rudder to head the vessel up into the wind, and in high winds is a prolific cause of griping on the rudder, and of broaching. It should be a maxim that buoyancy is the counter to sail pressure, also that all possible of the vessel's buoyancy should be used as such and to propel her. It can be plainly seen that if a sail was set on the weather side that it would not only have all of the vessel's buoyancy to act upon, but a much larger arm for stability, also that the resistance would be more equally distributed than when the mast is over the keel. I have settled this question beyond a doubt, that the same quantity of sail set on the weather side that has been set on the center will add at least 50 per cent to the vessel's speed, and if set on the lee side, over 100 per cent will be added to the speed by changing to the weather side. I ran out of Boston harbor in a northeast gale of wind so severe that no other vessel was out. I ran ten miles, beam wind, with the sails on the lee side, and was over one hour on the passage. It took three of us at the helm to keep her away. We returned with less quantity of sail, set on the weather side, in thirty-five minutes. In passing to windward of Long Island Head, we had the open Atlantic wave on our beam, both ways, and at that point, in going out, she came near getting the advantage of us so badly she griped. On the return a child could have held her, and there was no griping with the sails set on the weather side. There is at this time no question of so much importance to marine interests as auxiliary sails. It is not now possible to again build up our shipping with sailing vessels, as they have been used heretofore. We must now have a class of vessels that will lose no time by laying-to, also vessels that in a high wind can run in the troughs of the waves. Nature has given man a power of propulsion on the water without cost, and at times without stint. Science will enable him to use it at all times as long as sail can stand. Be it remembered that all directions of the circle can be run but one-fourth of its degrees to windward. It is here and in calms that the value and economy of steam comes in. The only checkmate now possible for or to line steamers will be auxiliary sails. Line steamers and railroads have driven out ocean trade, not so much for cheapening the price of products at foreign points, as in the time of delivery. The first effect of line steamers on trading ships was to force them to become freighting vessels. But they now have been driven from that, by coast lines of railroads. Small auxiliary vessels of not over 300 tons can deliver at points where small cargoes are needed cheaper than it can be done by a combination line of steamers with railroads, and sooner. With such a class of vessels ocean traders will again spring up, our long line of wharves will again be filled with trading vessels, our cities' port storehouses will again have their merchants (now an extinct class nearly,) and the grass will no longer grow in the front streets of our small seaboard towns. Line steamers and railroads have destroyed the ocean commerce of all of them, and they do not help the localities of their own depots. At East Boston is the great depot of the Cunard line. That line of steamers gives no local business. They buy nothing, and the vast amount of business that touches at that point would not support a small village and the extra expense of their depot at that locality more than covers all the taxes that line pays. It was ocean trade that built up the water fronts, like Salem, New London, and New Haven, now rotting down for want of business, which line steamers can not give them, but which auxiliary sailing vessels will do. It was the brilliant record of ocean trade which gave our country its unprecedented prosperity up to 1861. It is the gradual loss of it which has now brought it to its present state of depression. It is ocean trade which will again restore to us prosperity, and the more that is spread out and distributed along our coast the greater will be our prosperity.

It is now proposed to build ocean steamers of a capacity for 20,000 tons. One of these monsters could come to the depot at East Boston, and so far as the business of the place was concerned, it would not be known. But have sixty-six small, 300 ton auxiliary vessels come in and the whole place would be alive with business, and storehouses would again be needed to receive the goods. Shipyards and drydocks would also be again needed. Their 5,000 artizans will again have employment as of yore. It is the greatest good to the greatest number which will give prosperity to our country. Sixty-six captains, instead of one, would have employment. Sixty-six pockets at home would be filling, instead of one foreign one. Bring these great truths home to Congress. It is their duty to investigate them by calling together a board of pure scientists from our schools, to classify the principles which will prove and produce such grand results, and render them classical, so that law can be based on them.

Yours Truly,

JOSEPH W. NORCROSS.

THE FIRST STEAMBOAT.

A search among the old State records shows that Robert Fulton was not the inventor of the first steamboat, and that the first steamboat was launched on the Delaware river, near this city, 1787, twenty years before Robert Fulton's steamer Clermont appeared on the Hudson, which was in 1807. John Fitch was the inventor, and ran the steamboat. The New Jersey Legislature, on March 2, 1786, received a petition presented by Fitch, setting forth his invention and asking for a committee to investigate it and grant him encouragement. An act in accordance with the petition was passed a few days later, twenty-one years before Fulton's boat was launched. Fitch then organized a company and constructed his steamboat. It made four miles an hour. The legislature then gave him the sole right of steam navigation, and when Fitch died in Kentucky, in 1798, the Jersey legislature assigned his rights to his heirs.—*Trenton Times.*

Although the above is true, the Trenton Times is not the first paper to make the discovery, as it was printed in the MARINE RECORD October 23, 1884, with illustrations, showing the novelty that Mr. Fitch produced.—ED.

YACHTING.

In response to a call issued by Mr. J. J. Wilson there met at the Sherman House a little band of old yacht club tars to talk over a project for organizing a new yacht club in Chicago. Those present were T. M. Bradley, of the Ina; W. E. Barnum, of the Zephyr; Mr. Seyer, of the Verve; Oscar Krause, of the O. K.; Martin Engert, former Chairman of the Regatta Committee; Joseph Ruff, former time-keeper; Edward Band, former owner of the Lucy. These yachtsmen were all members of the original Chicago yacht club, but withdrew from its membership some two years ago. In his invitation, addressed to twenty-three yachtmen, Mr. Wilson remarked that it was proposed to organize a new yacht club without dudes, but with men that know something about sailing their own boats. Mr. Wilson means in other words, that the present Chicago yacht club is not to the liking of himself and associates, and that they propose to organize regardless of the existing club, and be under the restrictions as to the manner in which they practice their sport or enjoy the fun incident thereto. No formal meeting was held last evening, and the men present agreed to meet again next Wednesday evening, when committees on organization will be appointed.

BOYS WILL BE BUOYS.

Some Florida boys who had a swimming hole along the banks of the St. John river, were often driven out of the water by a very large alligator who came to sample them. At last they hit upon a little racket to get even with him. They constructed a buoy the exact size, shape, and shade of an ordinary boy, and filled it with nitro-glycerine, and took a pole and pushed it out a little way from shore. Presently the alligator came up with his mouth wide open like a steel trap, and in one bite he took in half of the buoy, who just at that juncture went off and blew him tail first, about three miles up the river. Moral—"Boys will be buoys."—*Life.*

Charles McCarthy, engineer on the canal has completed the pumping out of the new lock, and everything is put in ship shape order for the winter season. Mr. McCarthy will go to Detroit, and also spend six weeks or two months visiting at Buffalo and other places. He expects to take in the New Orleans world's show among other things.

The Van Raalte made 166 passages through the St. Mary's river this season, beating her run of last season 18 passages. In the two seasons she made 314 passages, and yet has the same propeller wheel on that she started on the route.